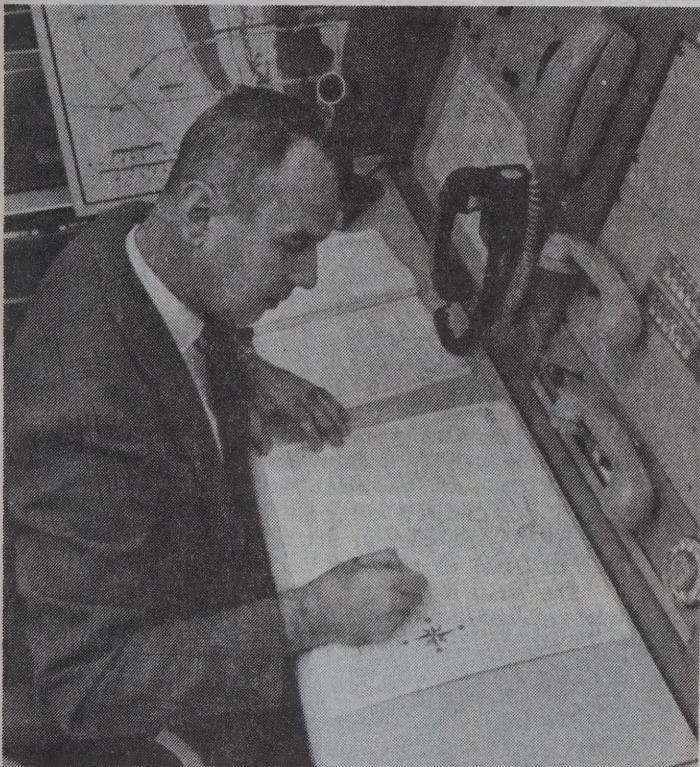




Q T C

## S.O.W.P. NEWSLETTER

Adventures &amp; Experiences of Professional Brass Pounders Around the World



## GREETINGS FELLOW PIONEERS...

Of all the professional radio organizations past and present, the Society of Wireless Pioneers (SOWP) stands out as unique. We are the only one that bands together the professional "brass pounders." The men and women who make up this unique society are not just members; they are the Society. In no other existing professional radio or wireless organization will you find the camaraderie that we share in SOWP.

The Society was formed in 1968 to perpetuate the memory, heritage, and traditions of wireless operators around the world. The Society has never strayed from its approach towards that goal. Members of the Society have sailed the seven seas and have transmitted and received messages from all the continents as well as from the skies and from below the seas. The Society has been steadfast in publishing wireless historical information that cannot be found anywhere else in the entire world. Since it was formed, SOWP has built a heritage of which its members can be rightly proud.

As the new president of SOWP, I pledge to you, our members, that I shall do everything within my power to help SOWP retain

SEPT 1988

its unique status and to help it to continue its growth in strength and prestige. We cannot rest on past performance; all of us, officers and members alike, must continue to provide the kind of dedication and devotion to duty that has been the trademark of wireless operators over the years.

I urge every member to join in making SOWP a standing monument to the thousands of men and women who have proudly worked and sacrificed as wireless telegraphers.

73 —Bill Willmot, 784-V  
President, SOWP.

## VOX SECRETARIAT

—Paul, W6WOW

I was saddened by the news of death of our president, Donald K. deNuef. We had kept in touch by letter ever since he was elected to that office. Don was a prolific writer of short, interesting articles about our profession, past and present; a man of ideas, a young man in spite of his years.

The Board of Governors has selected William C. Willmot, 784-V/K4TF, to succeed Don as President of SOWP. Bill has been a member of our Society since March of 1971, and at one time was vice-president in charge of publicity, and in that role did much to promote the SOWP. His first duty station in 1944 was as a CW operator in the 21st. Infantry Regiment, which served in Hollandia, Dutch New Guinea, the Philippines, and Japan. Bill holds a high-level position with Pan America in Florida, and his return address reads: "Greetings from MERRIT ISLAND, FL, Home of the U.S. SPACEPORT."

We have an unique SOS to flash to you: "Send Olive Something." The name of her column, "THE YL SCENE," may be a bit misleading, but her desire and intention is to include the male as well as female in her tales of the old brass-pounding days. Men, surely you have had an occasional - at least! - encounter with a female cw operator. Was it a happy experience? An explosive one? An amusing one? This would be grist for Olive's mill, and highly appreciated by the membership. Even if you have no such recollections, drop her a line and let her know what you think of her column.

# QTC SOWP NEWSLETTER

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## THE EDITOR COMMENTS:

A number of inquiries have come in about my review of "The Nymph and the Lamp," by Thomas H. Raddall. Russ Latimer, 2521-V, VE1BPP, advises that copies are currently held in both the Halifax and Dartmouth main library branches, and paperback copies are available from The Book Room, a Dartmouth book store. The book was published earlier this century, and reprinted in 1982. Russ says further:

"Mr. Raddall was born in Kent, England, in 1903, and at present lives in retirement in Liverpool, Nova Scotia. He has written many excellent books, mostly based on the history of Nova Scotia. He served as radio operator on lonely Sable Island... his novel, The Nymph and the Lamp, is centered around Marina, Sable Island, and the simplicity of life which its environment dictates."

We are departing from our usual format to provide you with a most interesting look at what one SOWP Branch is publishing. The Inland Seas Beacon, beginning overleaf, contains material of lasting interest to our entire membership. We will watch for exemplary issues of newsletters from other of our active Branches, to present in like manner on occasion. Our regular columns will resume in the DECEMBER QTC.

--WTB

WHEN I CALLED SOS  
by Viggo H. Conradt-Eberlin

It happened around four in the morning on the 4th of October, 1921. I was a mere lad of 17 and Wireless Operator (now Radio Officer) on the American Hawaiian Steamship SS Arizonan, home port New York City. She was loaded with general cargo for a number of West Coast ports, including Tacoma, WA and Vancouver, B.C.

After discharging freight at Tacoma on the 3rd of October, she got underway for Vancouver with a pilot on board at 8 pm. Weather conditions were good until about midnight, when a light fog set in. I was ordered to contact the Canadian wireless station, VAK, at Victoria to obtain the weather report, which indicated that thick fog could be expected during the early hours of 4 October in the Juan de Fuca Strait and the San Juan Islands areas. The fog grew thicker and we steamed at reduced speed.

Finally the fog became so dense that even the ship's bow was lost to view from the bridge. A lookout and leadsmen were then stationed on the bow with orders to report any dangerous situation observed. I was ordered to standby for further orders.

The ship's Master became concerned as there had been no island sightings for the past hour, and began to question the pilot's navigation. The pilot assured him he was on course, having made the trip many times before. The master wasn't satisfied, and continued to argue with the pilot. Finally, the pilot told the quarrelous master that if he didn't trust his navigator he could take over the navigation of his own vessel. The master did just that, and ordered the quartermaster at the wheel to change course a few degrees to starboard.

A short time later the ship's bottom grounded on a reef at Lime Kiln Point or Kelletts Bluff. The ship shook violently. The engineroom called on the speaking tube, reporting that the engines were being shut down and the watertight doors of the shaft alleys were being closed, as water from No. Three Hold was pouring into the engineroom.

I was then ordered to send the distress signal and report that the ship had run onto a reef on some island. I ran to the wireless shack, turned on the spark transmitter and sent SOS three times, and signed the ship's call, WKB, and waited for an answer.

A minute or so later the Canadian salvage vessel "Algerine," wireless call VOBB, answered and reported getting underway immediately and requested information as to

(Cont'd on QTC page 15)



Inland Seas Chapter XIV  
Society of Wireless Pioneers Inc  
6289 OLDE ORCHARD DR  
COLUMBUS OH 43213

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## DR. JOHN KRAUS, W8JK, BECOMES HONORARY MEMBER

On July 7, 1988, at Columbus, Ohio, John D. Kraus, Ph.D., professor emeritus of electrical engineering at Ohio State University, became Honorary Member No. 22 of the Society of Wireless Pioneers. A membership card was given to him by T. K. Phelps, W8TP, Vice President - Communications, of the Society.



DR. JOHN D. KRAUS, (RT.) with T. K. PHELPS

Dr. Kraus is world-famous among radio amateurs for his "W8JK Beam" antenna which he developed in the mid-1930s in Ann Arbor, Michigan. He also designed and built the first "corner reflector" antenna for UHF. It operated in the 5-meter amateur band and was the prototype for "bow-tie" antennas used worldwide for UHF television reception. In 1946, he discovered that a helix used as a transmitting antenna, produces electromagnetic waves which are circularly polarized. His helical antenna has become the workhorse of space

communications. Later, he was responsible for the design, construction and operation of Ohio State University's two radio telescopes. In 1976, he wrote the very popular book, *Big Ear*, about them.

Born in 1910, Dr. Kraus had an early interest in wireless. He recalls listening with a radio receiver for the first time before he was 10. When he was 12, he and four friends operated a five-station back-yard telegraph system. His first amateur call, 8AFJ, was issued in 1926. In 1930, he graduated from the University of Michigan, having majored in physics. His present call sign, W8JK, was issued the same year. Continuing his education in physics, he received his doctorate in June, 1933, just before his 23rd birthday. His doctoral research project, with another student, concerned field strength measurements and mapping at a wavelength of about 5 meters.

In 1934, he travelled to Europe, visiting Germany when the Nazis were gaining power, and toured the Soviet Union where he met several radio amateurs. To break the language barrier, he tried whistling Morse code. The Russians grinned and whistled back.

For the next few years, Dr. Kraus was a staff physicist with the University of Michigan cyclotron, one of the early systems used for research in nuclear energy. His personal research with antennas had begun in 1933. In 1937, he built and tested his first "8JK beam". It was a two-wire, half-wavelength system for 20 meters. Conventional in appearance, it had 8-foot spreaders between the wires. In field-strength tests, it showed great promise. He described it in a published article and soon began to receive stacks of letters from both amateurs and communications professionals all over the world. (Continued, Page 2)

(W8JK - from Page 1)

Several other articles followed; the 8JK beams became worldwide favorites.

For three years in the 40's, John Kraus worked with the Naval Ordnance Laboratory (NOL) as a civilian scientist in Washington, D.C. and aboard naval vessels on test cruises in Chesapeake Bay. The project was the protection of ships from magnetic mines. As the work progressed, he earned the motto "Degauss with Kraus". As an extra project, he designed a portable voice radio for ship-shore communications during degaussing tests. Up to that time, Navy radio was entirely radiotelegraph, augmented by blinkers and flags. One night, Kraus used an auto headlight from shore to signal a ship in Chesapeake Bay. He used his hat to interrupt the headlight beam.

He was married in December, 1941, to Alice L. M. Nelson, then a graduate student at the University of Michigan. They have two sons.

In October, 1943, Dr. Kraus joined the Radio Research Laboratory (RRL) at Harvard University to work on radar countermeasures, including high power jammer transmitters. "...One had been under test...on a cold, windy day when I was... installing a direction-finding antenna on a B-17. The jammer was connected to an antenna radiating a beam across the field...I had only to walk a hundred paces out onto the field to get into the beam. I had been shivering, but suddenly I felt warm all over as I entered the beam. It was like going from Boston to Miami in a single step, but I didn't stay long....The RRL jammer was like a giant diathermy machine which could cook you a half mile away!"

In June, 1946, Kraus joined the electrical engineering faculty at Ohio State University as an associate professor. He taught classes in electromagnetic theory and antennas as well as a circuits lecture and lab course. He recalls staying up nearly every night until midnight preparing lecture notes. In 1949, at the age of 39, he became a full professor. That same year, he completed work on a textbook called "Elements of Electromagnetics". In 1950, McGraw-Hill published the first edition of his 553 page text titled "Antennas". (The second edition, containing 917 pages and over 100 new topics, with design formulas, tables and references, is currently advertised in the August, 1988 issues of *Ham Radio* and *QST*.)

In August, 1952, Dr. Kraus began a phase of his career by which he would become even more well known - radio astronomy. Ohio State's first radio observatory for space began operation with 12 helical antennas. Its site was a farm owned by OSU near the

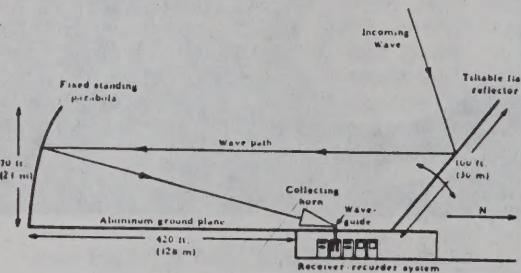
campus. The university was the third in the U.S. to own a radio telescope. By 1954, the observatory's antenna system had 96 helixes. Newspapers described the activity as "tuning in on space", or "intercepting star talk".

But interference from motor vehicles and nearby radio and TV stations at the OSU farm observatory had increased markedly. "We wanted to increase the size of our telescope antenna," says Kraus, "but because of the interference and threat of rapid urbanization of the area, it didn't seem wise to do it there....A bigger telescope in a more secluded location was what we needed." He found it in 1956 in Delaware, Ohio, a town two miles north of the OSU farm site. An open, 20-acre field, surrounded by 200 acres of farm and woodland owned by Ohio Wesleyan University was to be the home of a much larger radio telescope, with a buffer zone around it of more Wesleyan land.

#### REACHING FOR THE EDGE OF THE UNIVERSE

The new facility was named "The Ohio State-OHIO Wesleyan Radio Observatory". Dr. Kraus considered many antenna designs for it. He concluded that the 96-helix array at the OSU farm would not have enough bandwidth for expanded observations.

A conventional radio telescope uses a parabolic dish which can be elevated and rotated to aim anywhere in the sky. This design, however, was deemed too costly. The final design thus involved a *fixed*, standing parabola into which radio waves are deflected by a *tiltable* flat reflector, as shown below.



This design, together with a very low-noise amplifier, made Big Ear the most sensitive radio telescope in the world for many years. Its design features were used at French and Russian observatories. It was very cost-effective and had the advantage of having a very low profile, making it much less susceptible to interference from earth-based communication systems. Principal construction  
(Continued, Page 3)

(W8JK - from page 2)

of the new radio telescope was completed in 1961 at a cost of about \$400,000. Major financial grants were made by the National Science Foundation. Volunteer student labor was a major factor in keeping overall costs low. Observations of the Andromeda galaxy began in 1963. Ten years later, Big Ear would record the precise position in the heavens of quasar OH471, "...the most rapidly receding, most powerful and most distant object known in the universe...".

Much more could be told about Dr. Kraus and his continuing, distinguished career. In 1970, he received Ohio State's Sullivant Medal for his work in radio astronomy. In 1985, the IEEE presented him its highest career award, the Edison medal. Currently, at age 78, Dr. Kraus is an active engineering consultant, assisting Bell Laboratories in the design of an anechoic chamber for radio frequency measurements.

As communications professionals, we are indebted to Dr. John D. Kraus as a teacher, innovator and author. We enthusiastically welcome him to fellowship with us in the Society of Wireless Pioneers. -T.K.Phelps



## MAIL CALL

Incoming mail ran quite high -Thank You- following the publication of our June, 1988 issue. Here are some reports from our members:

Al Krones, SOWP 1460-P, K9AA, wrote from Milwaukee, WI: "I'm 82 and will be 83 August 18th. Started copying NUK, the Milwaukee Naval station, during World War I. Got my ham operator's license in 1920 and my First Class commercial in 1925. I still hold a First Class radiotelegraph ticket valid until 1992! (Congrats and Happy Birthday, Al! Nice to have those SSB QSOs with you on 75 meters in the morning a while back, too! -Ed.)

\*\*\*\*\*

Harry Turner, SOWP 3047-P, W9YZE, writes from Alton, IL: "I like the new style printing (in the *Beacon*). Very easy to read; a lot better than the old style... P.S.: I hold a Morse Telegraph Net on Mondays, Wednesdays and Fridays on 7,144 kHz. at 1430 UTC. We send Morse, (RR code) but will use CW (International Code) if someone wants in who doesn't know the railroad code." (Thanks for the info on your net, Harry. We haven't learned the RR lingo yet, but it sounds like real fun and makes 'reading the mail' just a little mysterious! - Ed.)

\*\*\*\*\*

Nelson Buckles, SOWP 2734-V, WOJUN, sends in his fine SOWP QSL card to add to our growing collection. Looking through his list of ship assignments during the WW2 period and a bit beyond, (10 ships!) makes us wonder if there's a yarn or two in Nelson's seagoing memories. (?) One of those assignments, SS ONEIDA/ANAK, has a notation "sunk by enemy action". That should be an interesting story, Nelson!

\*\*\*\*\*

Art Messineo, SOWP 1407-V, WONSA, writes from Cloud 9 - Smoky Road, Tecumseh, MO, 65760, saying he enjoys the *Beacon* - "...just wish I could contribute something interesting - but nothing of interest from this neck of the woods.

"Am in the process (in June, '88) of erecting a new antenna and hope that I can talk to some of the fellows in the very near future..."

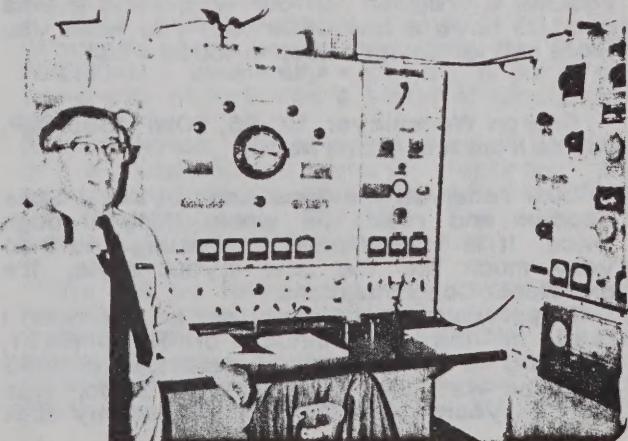
(Now that our nets are back on Fall schedules, Art, you probably have finished your summer antenna project. We'll be looking for you! And that 'Cloud 9' QTH sounds great for DX - or whatever you like to work. We're listening! - Ed.)

\*\*\*\*\*

Don Driver, SOWP 3599-V, KA9CRF, writes from Valparaiso, Indiana: "Always enjoy the *Beacon*. Really would like to be active on a CW net." (Fire up your rig Monday evenings, Don! - Ed.)

"Had a great visit on the Liberty ship SS JEREMIAH O'BRIEN/KXCH, permanently tied up in San Francisco. I highly recommend it, especially to anyone who served on a Liberty. Sure brought back the memories. Ship is in great shape, including the original 'wireless' room.

(Here's a photo of what Don probably saw. This picture was sent to us some time ago by Jim Donoghue, SOWP 3001-V, N1ACZ. We think the man in the photo is Al Hadad, SOWP 4029-V, WB6LZZ, of San Jose, CA. Jim says he remembers this kind of ship gear very well.)



(MAIL CALL - Continued from Page 3)

Don continues: (The June, 1988) "issue of the Beacon mentions Paul Schmidt, W9HD. I used to work him regularly when he was at sea, but haven't heard him on for a year. Wonder if he is still an active ship operator?..." (Read on, Don! -Ed.)

\*\*\*\*\*

PAUL SCHMIDT SWALLOWS THE ANCHOR

Another Indiana correspondent, Paul Schmidt, ISC 65C, SOWP 1413-P, W9HD, says "...you asked...how we readers liked the new format of the Beacon. I have just read it from cover to cover and thought it was great! (Possibly because I came in for mention).

"Seeing as how it's pay day for this retired ol' sea dog, I'll ship you \$10 to carry me along for a couple more years...

"Yes, I have retired from the sea. I served 10 years with Dist. 2 MEBA-AMO, AFL-CIO, and am now on pension. The letters stand for 'Marine Engineers Beneficial Assn., and Allied Maritime Officers, etc.'

"After retiring, I received calls to take a Ro-Ro (roll-on roll-off) to Europe for a trip; to join a ship at Singapore for a six-month tour; and join a ship at Bahrain (Persian Gulf) for the same length of tour. I refused them all except the last one, a two-week trip from New York to Puerto Rico and return - on a ro-ro. I got off this last one in May '88. From here on, I'll have to pay for my boat rides and I dearly love riding on the water.

"I'm not too good at keeping skeds (because we run around too much) but I may show up from time to time on SOWP nets. Hope to see you there.

-73, Paul L. Schmidt,  
W9HD, P.O. Box 105, Bloomfield, IN, 47424"

(Thanks for the update, Paul. Hope you'll now become a "regular" on our nets- and it was good to have a few QSOs with you while you were sailing. So, let's keep in touch! - Ed.)

\*\*\*\*\*

George Wedemeyer, ISC-95, SOWP 1885-SGP, writes from Ann Arbor, MI:

"Just received the June issue of Inland Seas Beacon and read the whole thing through twice. It is indeed most interesting and I do very much like the new layout style. It's excellent. Congratulations.

"I appreciate that I really am an OM when I read of the experiences of Ray, W8TT, referring to his long ago experiences of 1956 when he was only 18 years old.. I too, was just 18 years old when I received my first

assignment in 1920 as Chief and only operator aboard the U.S. Shipping Board ocean freighter PULASKI. My last job as an operator was aboard the Great Lakes ore carrier (W.H.McGEAN) in 1923, which, I guess makes me a real old timer. You know all this and much more from my book, *Wireless Man*.

"I have all of Frank Braynard's books and many others given to me by my children and grandchildren, all about seagoing and Great Lakes vessels. I thought you might like the enclosed photocopies, in case you don't have them. They are from *Cargo Carriers of the Great Lakes* by Jacques LesStrang.

"That poem on the last page (June, 1988) really 'gets to me'. It's beautiful. Enclosed is a check for three years dues. A million thanks...-73, George Wedemeyer"

(Thank you, George, for the photocopies, especially the one of the three Georgian Bay Line ships in winter storage tie-up at Holland, Michigan. Glad to hear you're again getting to your office regularly. And keep on improving healthwise! - Editor)

\*\*\*\*\*

## GREAT LAKES QUEEN SAILS AGAIN

The SOUTH AMERICAN/WGCW, about which we reported in our past two issues (towed from Montreal to Maryland in 1967 and virtually abandoned in a Camden, NJ shipyard since 1974), is still alive. Since our June 1988 issue, she has been pumped out, ballasted and towed 120 miles on July 16, 1988, to a Baltimore shipyard. There she will undergo further repair to make her seaworthy again for towing back to the Great Lakes.

We contacted Ben Berkowitz, SOWP 2565-P, W3IC, who lives in Baltimore, to ask if he could locate her. Ben, a former seagoing R/O and an ex-FCC ship radio inspector, informed us that SOUTH AMERICAN is moored to a pier in the Maryland Shipbuilding and Drydock Company's yard. We hope to have a chance to see her there before this summer is over. Your Editor spent two summer sailing seasons aboard WGCW as a Radio Officer in 1939 and 1940.

On July 23, 1988, former employees of SOUTH's original owners, the Georgian Bay Line, held a reunion at her winter port, Holland, Michigan. Ray Heimberger, SOWP 418-M, W8TT, attended. Your Editor had hoped to join Ray at the reunion, but a minor emergency at our home, in Columbus, Ohio- a cracked yard drain pipe, since repaired- prevented our trip.  
(Continued, Page 5)

(SOUTH AMERICAN - from Page 4)

Ray reports that nearly everyone at the reunion brought their photo albums, audio tapes and even videocassettes to relive SOUTH's better days. He says that videos made recently in Baltimore suggest that much work will have to be done before she can be returned to the Lakes. Ray also says that another former WGCW operator, Julius Breit, W9UWE, of Chicago, IL, attended the reunion.

Roy Closs, SOWP 801-SGP, W8CSO, Grand Haven, MI., has sent in another clipping with further word about the SOUTH AMERICAN:

"GRAND HAVEN - The 74 year-old Great Lakes cruise ship SS SOUTH AMERICAN, based in Holland, (MI) during 53 years of active service, has been saved from the wrecker's torch by a group of Michigan investors who plan to convert it into a 100-room hotel in Detroit.

"Mike Johnson, architect and historical consultant for the Detroit-based Waterfront Development Co., announced (July 20 that) the SOUTH AMERICAN was purchased...in February. Despite years of neglect, the partially submerged cruise ship was pumped out, inspected and towed Saturday (July 16) from a Camden, NJ shipyard to a more secure berth in Baltimore, MD.

"It was the first time the ship has moved since it was towed to the South Jersey Port Corp. in 1974 to be scrapped.

"It took four tugs and high tide to get her out after having been driven aground so hard years ago," Johnson said. "But we've got her floating and in a safe spot. Our big problem now is getting the necessary capital..."

"Because it was the last of the Great Lakes cruise ships until its decommissioning in 1967, the SOUTH AMERICAN continues to hold a special mystique and charm in Michigan.

"Johnson believes the proposed project not only will preserve one of the Great Lakes best known passenger ships, but also will provide the city of Detroit with an exciting new riverfront development.

"While details have yet to be finalized, plans call for the formation of a non-profit historical group to raise funds to repair the hull and tow the SOUTH AMERICAN to Detroit at an estimated cost of about \$1.2 million. The ship's severely deteriorated wooden superstructure and interior would be renovated by a for-profit hotel corporation which would permanently berth the ship on the Detroit River as a 100-room floating hotel.

"The SOUTH AMERICAN would be part of a large commercial-retail-residential development contemplated for property owned by the city of Detroit northeast of the Belle Isle bridge....

"While Waterfront Development Corp. was able to purchase the SOUTH AMERICAN for about \$20,000, the firm has had to spend more than \$35,000 inspecting the vessel and having it towed to Baltimore.

"By creating a non-profit organization to own the SOUTH AMERICAN, (the firm is) hoping to attract about \$2 million in contributions and historical grants. The organization, in turn, would lease the ship to a private corporation that would run the hotel.

"Johnson said developers are hoping to tow the ship to Detroit next spring. Renovations, to be done in Detroit, are expected to take at least 18 months, he said.

"The SOUTH AMERICAN was built at an Ecorse, Mich., shipyard in 1914 for the Chicago, Duluth & Georgian Bay Transit Co. The ship operated (from 1941 to 1967) primarily on Lake Huron, Lake Erie and Lake Superior. (Earlier, her regular weekly cruise was from Chicago, IL via Mackinac Island, MI, Detroit and Cleveland, OH, to Buffalo, NY.) Strict Coast Guard regulations in the 1960s against fire-prone wooden superstructures meant the SOUTH AMERICAN and its sister ship, the NORTH AMERICAN, either had to be extensively renovated or replaced.

"Faced with a limited Great Lakes cruise market, the Georgian Bay Line sold the NORTH AMERICAN in 1963; the ship later sank in the Atlantic Ocean. The SOUTH AMERICAN operated until 1967, then was sold for \$111,111 to the Seafarers' International Union. It eventually ended up in Newport News, VA. (where its engines were removed)... It was sold for scrap in 1974 and towed to Camden, NJ. The wrecker's torch never came and the SOUTH AMERICAN eventually came under the ownership of Kirk Iron & Metal of Gloucester, NJ."

(Editor's Notes: The above is a major excerpt of a copyrighted story, reprinted by permission, from the Muskegon, MI. Chronicle, for Thursday, July 21, 1988. The author is Terry Judd, a Chronicle staff writer.

We will be following developments on this "rescue" project, restoring a Great Lakes tradition, the SS SOUTH AMERICAN. Those interested may contact Mike Johnson c/o Waterfront Development Corporation, 200 Mt. Elliott Ave., Detroit, MI, 48207. Tel: 313-259-9119)

## ROBERT C. HOUSE - W2JPE

(Your Beacon Editor requests these next lines In Memory of his dear friend who suddenly and unexpectedly became a Silent Key on August 5, 1988):

We met in Ann Arbor, Michigan, in 1935, when Bob was in his second year in Electrical Engineering at the University of Michigan. I was a high school senior. Both of us had had our amateur licenses for a couple of years. My call was W8MRP. His was W8JPE. (It became W2JPE when the Buffalo, NY area was redistricted.) We became college room-mates and very close friends and have remained so for these past 53 years. We have maintained radio schedules almost daily over that span of time.

I was Best Man at his wedding in 1939, and even during the war years, when both of us were overseas, we kept in touch. Just a day before he left us, I received a note and a donation for the Beacon. Bob was not an SOWP member, but I have been sending him this newsletter for the past five years. He sent a biographical sketch, written for his local club bulletin, in his last mail to me. Here are excerpts:

"...I was born in 1915...(and) became interested in radio in the early 1930's when my father built a BC set powered by batteries and I would sit up half the night listening to DX BC stations...I'll always remember how thrilled I was to hear (them)..."

"After finishing college at the U. of Michigan in 1938, where I met my wife, I went to work as an electrical engineer for Niagara Mohawk in Buffalo, NY. I retired in 1979 after 40 years of service.

"Early in WW-II I was in command of a Signal Radio Intelligence Company on Long Island where our mission was to monitor German and Japanese naval traffic and obtain DF fixes on German submarines operating off the Atlantic Coast. Later, I was transferred to India and China where I served as Communications Officer with General Curtis E. LeMay (W6EZV) and his XX Bomber Command of B-29s.

"Now I am enjoying my retirement very much, being able to travel extensively, visiting our four married children and eight grandchildren, as well as being able to talk to my many friends all over the world daily."

- W2JPE de W8TP - QSL, old friend. Rest Well and know that we are *still* in touch. - AR SK -

## WELCOME, NEW MEMBER

This month, we welcome aboard Inland Seas Chapter member No. 163. He's Bill Miller, SOWP 3924-V, K2GCE, who is serving us well as our SOWP VP-Chapters. Bill's QTH is a tiny stretch from Great Lakes territory at 217 Porterfield Place, Freeport, NY., 11520. A Warm Welcome to you Bill! Give us a call on our Monday night nets!

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## GUEST COLUMN

Here are some lines from a "guest columnist" that we think will interest many readers. They are taken from *Smoke Signals*, the newsletter of Chapter 30 of the Telephone Pioneers of America, Seattle, WA. Our author is Ed Lutz, K7DZ:

"Just before and during World War II, a school was set up in Boston, Mass. to train Merchant Marine radio officers. The initial school was two years in length and later shortened to six months. Over 5,000 merchant marine radio officers went through the Gallups Island Radio School. The school was located on an island in Boston harbor. If you were in Boston harbor during World War II, you will recall that there was a submarine net across the entrance to the harbor. Gallups Island was outside the net. A former fishing vessel called the Calvert, was the transportation between Gallups Island and the Boston dock.

For a young lad like myself, Ed Lutz, from Indiana/Michigan, knowing only the farm life, this was quite a trip. Us trainees were put in the hold of the former fishing vessel, and I don't know which was worse, smelling the old rotting fish odor that will never leave that ship, while going on liberty, or smelling it on the way back. During that boat ride I sometimes wondered why I left the farm and ever wanted to become a radio operator on a merchant ship. I was convinced that all ships were going to smell like the Calvert.

"I did finish my training and sailed as a radio officer in the Merchant Marine during World War II on nice new Liberty, Victory and T-2 Tankers, as well as a World War I minesweeper converted to a salvage vessel, and other ships, but none had the smell of very old rotting fish!..." Ed goes on to say that he expected to attend a Gallups Island Radio Association (GIRA) reunion in San Francisco during the weekend of May 20-22, 1988 and visit and cruise aboard the restored SS JEREMIAH O'BRIEN. We hope you did, Ed, and perhaps met Messrs. Donoghue, Driver, Hadad, Pleuler and others!

## CANADIAN SPARKS TELLS HIS STORY

Rimouski, Quebec:

In 1985, explorer-scientist Jacques Costeau brought his vessel, CALYPSO II, to this port in the busy St. Lawrence River, some 200 miles southwest of the Gaspe peninsula. More than 10,000 ships carry some 100 million tons past here each year during eight ice-free months. The visit was part of a tour of the Great Lakes for the Costeau television series. At Rimouski, the Costeau ship was host to Ronald Ferguson, then 87, (now a Silent Key) a former Canadian Marconi ship wireless operator. Here are excerpts from a transcribed audio recording of the Costeau television program:

"Because of fog on the lower river near Rimouski, the luxury liner EMPRESS of IRELAND became one of the greatest marine disasters of peacetime. At 2:00 AM on May 28, 1914, she was struck amidships by a Norwegian collier and sank in 14 minutes with a loss of more than a thousand lives.

"With her sonar, CALYPSO makes a search for the EMPRESS, lying buried four miles from shore in 150 feet of water. In the instrument room behind the bridge, the CALYPSO crew keeps a patient vigil. They also take on a passenger, 87-year-old Ronald Ferguson, telegraph (sic) operator on the doomed vessel and one of her few remaining survivors. Escorted by expedition leader Jean-Michel Costeau, Ferguson reaches the instrument room as the sonar begins to trace a familiar outline on the river bottom. The EMPRESS has been found again. 'There she comes,' says Ferguson.

Jean-Michel: "You had a little adventure when you got off the EMPRESS and were rescued.

Ferguson: "Oh, yes. I managed to catch hold of a lifeboat as it was crossing our stern. I got my leg into it and someone gave me a pull and hauled me aboard... I began pulling people in; sitting and pulling people in. We pulled so many in that I lost count. Then I passed out. When I came to in the lifeboat, I was being rubbed down very vigorously - naked of course. They'd taken off my pajamas and my uniform jacket and overcoat that I'd put on while I was working the wireless on the EMPRESS just before she sank.

"I jumped aboard the Norwegian when she came alongside our lifeboat. Somebody gave me a push from behind. They were calling for a Marconi man. I could see some corpses there on deck, but I was pulled along to the wireless

shack. It was brand new and wasn't even in commission yet, but I got it working and began sending messages. We had to find pencils and paper. There weren't any in the wireless shack.

"What kind of paper did you use?

"Someone found a roll of lavatory paper." \*\*\*\*\*

## BETTER LATE THAN NEVER

Recalling "First Day on the Job" boners, Ero Erickson, SOWP 21-P, KA9DYS, remembers his first trip on a sulphur boat approaching Providence, RI in the wintertime as wireless operator:

"The Captain had filed a message to the stevedoring company seeking ice conditions and whether to ask for tugboat assistance.

"I got the message off to WIM, late partner to today's WCC, the Cape Cod coast station in Chatham, MA., and waited.

"The ship kept proceeding up the bay. Time passed with no answer. I watched a couple of seals swimming in our wake. Then I looked at my radio receiver. It was on the WRONG FREQUENCY!

"With a sinking feeling, I switched back to the calling frequency to contact WIM. The close-by signal roared in:

"'Where u been? Up,' he said. (Up meant 'shift to 425 kc/s to copy WIM!')

"By that time my shakes had started. My writing was a scribble. All the advice to be cautious and order an assisting tug had to be recopied on a new message form so the Skipper could read it.

"I dashed to the bridge and met the Old Man coming down the stairway.

"He looked at the message and said, 'For X sake, Sparks, can't you see we're already tied to the dock?'

Says Ero, "My novice blundering had saved the steamship company several hundred dollars in tug fees! It probably made the Captain a favorite at the home office. We became good friends. I stayed aboard that ship five years!" \*\*\*\*\*

The Reason Man's Best Friend Is His Dog:

He wags his tail instead of his tongue.

## PROJECT LIBERTY SHIP

Plans now call for the Liberty ship SS John W. Brown/KHJL to be permanently berthed and displayed in Baltimore, Maryland, where the vessel was built in 1942.

Those wishing to participate as volunteers in the preservation of the ship, or make a monetary contribution, may contact the New York office of the project at 212-775-1544, or the project committee which is coordinating work in Baltimore at 301-276-1337.

\*\*\*\*\*

## TWO STATES RECOGNIZE MM VETS

Acting on the announcement of January 19, 1988, by the U.S. Defense Department, the legislatures of two states have now enacted Resolutions which also recognize the Veteran status of merchant mariners who served on ocean-going ships during World War II.

The Assembly of the New York State Legislature adopted its Resolution No. 821 on March 23, 1988 and directed that copies be sent to major officials of the federal government and to maritime labor organizations.

The California legislature took similar action on April 26, 1988, through Joint Resolution No. 242, approved by both its houses, the Assembly and the state Senate.

\*\*\*\*\*

## SENATE STUDIES NEW MM DISCHARGE

The Merchant Marine Subcommittee of the U.S. Senate Commerce Science and Transportation Committee now is studying a revised version of HR-1430, previously passed by the House of Representatives.

The new bill complements the previously passed Public Law 95-202 by establishing a special Merchant Marine discharge in addition to the one to be issued by the Coast Guard. The additional document will be issued by the U.S. Maritime Administration, (MARAD). MARAD will also be permitted to issue these documents for service during the Korean and Vietnam periods. HR-1430 also allows grave markers to be issued for deceased merchant seamen who served in the Korean and/or Vietnam periods and presumably also for World War I service. (Grave markers for World War II merchant seamen will be issued by the Veterans Administration under provisions of PL 95-202.)

The revised bill also authorizes the issuance of World War II Victory Medals to those who are eligible for discharges under PL 95-202, but

who did not receive medals prior to 1954. The bill will also allow the issuance of miniature medals in companion to ribbons issued earlier to seamen for their World War II service and for which MARAD has file records indicating such issuance. (-Charles Dana Gibson, Camden, ME.)

## 1987 MOBILE RADIO CONFERENCE SUMMARY

The Mobile World Administrative Radio Conference (MWARC) was held for five weeks in Geneva, Switzerland in late 1987. Its main purpose was to establish the Global Maritime Distress and Safety System (GMDSS) for implementation in the 1990s. Here is an outline of its results:

1. The HF bands were restructured.
2. Spectrum allocations for radiotelegraph (CW) were cut in half.
3. Much of the former CW spectrum was reassigned to SITOR and telephony.
- \*4. Radio Electronics Officers were assigned responsibility for maintenance and repair of ship communication and electronic navigation gear. This was a victory for emerging "Third World" nations, but the United States and other Western nations took exception, saying in effect that they will not be bound by this Conference majority decision.
5. Greece, Russia, Eastern Bloc and Third World nations are in favor of full responsibility for marine electronic equipment maintenance by radio officers.
6. No final date was established for the shift away from 500 kHz. use as an emergency frequency.
7. July 1, 1991 was established as the starting date for Digital Selective Calling (DSC) via satellite, but this date is not mandatory.

\* Note: Item 4 above - The ostensible reason given by the U.S. and other Western nations regarding REO manning of ships is that Western vessels cannot carry full test equipment and spare parts complements on all voyages.

(-D. Kintzer)

\*\*\*\*\*

## COMMITTEE SLIPS GMDSS START DATES

At its most recent meeting this year, the Maritime Safety Committee (MSC) of the International Maritime Organization (IMO), revised its proposed implementation dates for GMDSS.

The revised implementation proposal will be next be considered by the Safety Committee Conference scheduled for autumn 1988 (October 31 - November 11). Current IMO recommendations are as follows:

(Continued, Page 9)

(GMDSS - from Page 8)

GMDSS is scheduled to be initiated February 1, 1992. Individual countries may decide on dates between February 1, 1992 and February 1, 1999 for implementation of GMDSS carriage requirements on ships of their flag except that:

- + NAVTEX receive capability (518 kHz) and satellite Emergency Position-Indicating Radio Beacons (EPIRBs) are required on all ships by August 1, 1993.
- + All other GMDSS equipment is required on all ships built on or after February 1, 1995.
- + Full GMDSS implementation is required on February 1, 1999.

NOTE: The above IMO recommendations give Morse telegraphy a bit of an extension and allow owners of older type vessels more time to comply. (-D. Kintzler)

(Editor's Note: The preceding five items are from the VWOA Summer Newsletter, 1988.)

### GMDSS - AN EDITORIAL

It has been many years since most SOWP sea-going members stood watch on 500 kHz while underway. That includes this writer. And, normally, we do not take an editorial stand on events which affect our present or future working colleagues. With this issue, we make an exception to that practice:

Everyone has heard of "Murphy's Law" - "If something can go wrong, it will!" When we read descriptions of the "close-fit" technology of the proposed Global Marine Distress and Safety System, we can only conclude that it is a system designed to encourage Murphy's self-fulfilling prophecy.

Let's assume we are on the bridge of a U.S. merchant ship equipped with GMDSS. We are in the North Atlantic. A very heavy sea is running. No Radio Electronics Officer is aboard. Our cargo suddenly and unexpectedly shifts! Our ship heels over to port and cannot right herself! The Master realizes at once his command is in dire trouble: He pushes the red INMARSAT panic button. He expects a sequence of reporting and rescue events to begin. Proponents of GMDSS say that on average, a reply will be received on our ship in 10 minutes. (The present ship-to-ship system provides a reply in about 4 minutes).

But wait. Several conditions must be met before that 10 minute clock starts running with a two-way ship-to-shore telephone contact with a Rescue Coordination Center (RCC):

- Our ship cannot list more than 22 degrees.
- All GMDSS sub-systems are up and running.
- Our ship is between 70 degrees North or South and is not between the earth reception area (footprint) of satellites.
- Our satellite is not being hampered by competing or unwanted signals.
- The operator at the satellite earth station speaks our language.
- The gravity of our distress situation can be communicated quickly.
- Required land telephone circuits are not busy.

Only if ALL these conditions are met will our ship be in telephone contact with an RCC. The RCC operator then must quickly organize the information we give him and enter it into his computer. Then, all of the following conditions must also be assured:

- The computer accepts the distress input data and has no hardware or software "glitches".
- The computer operator is adept at his work, is well rested and fully understands all parts of the communication.
- All other vessels have reported their positions and other relevant information and that data has been correctly programmed.

Only then can the RCC begin to notify vessels within range to come to our aid. And even here, there may be delay. The incoming data to a potential aid vessel must be recognized at once as a distress message. Such recognition is not incorporated in the proposed GMDSS.

One more hitch: According to the planned GMDSS, the initial distress communication from a ship in trouble is free. After that first contact, all communications to and from the distressed vessel are chargeable at normal tariff rates. Safety of life at sea for a price - just another part of "the bottom line"? Our present Radio Distress and Safety System has never charged for emergency communications.

Technology has made great advances since the TITANIC was lost: SITOR and satellite systems have demonstrated their value in marine communications. We think, however, that the majority vote at MWARC by Third World and Eastern Bloc countries must be sustained. Powerful oil shippers and electronic manufacturers in the West and Japan should be restrained. The next U.S. administration should reverse our earlier MWARC position. -TKP

## HEROIC SEA BATTLE RETOLD

(Earlier this year, Em Mehrling, W4NH, SOWP VP - Public Relations, received a letter and newspaper clipping from Ed Sheldon, SOWP 1422-V, KC4ZB, Aiken, SC. The clipping apparently is from a December, 1942 issue of the Washington Post. It tells the story of Sheldon's uncle, Hudson Adoc Hewey, Radio Officer aboard a World War II merchant vessel whose name is not given in the article. Here are major excerpts:

### SHIP BATTLES 2 RAIDERS, SINKS ONE

Gallant U.S. Vessel Finally Goes Under With Guns Blazing; D.C. Man Is Hero

By Marshall Andrews - Post Staff Writer

At the cost of three-fourths of her crew, an American merchantman fought it out with two enemy surface raiders in the South Atlantic, the Navy reported yesterday, sinking one raider and badly damaging the other.

Among a half-dozen men or more who were named as heroes in the 20-minute battle was Hudson A. Hewey of 1631 Euclid Street Northwest. The ship's radio operator, Hewey stuck to his key while the superstructure was battered into scrap iron around him. He was listed as missing.

A native of Winchendon, Mass., Hewey made his home with a brother, Dr. G. Austin Hewey, at the Euclid Street address when he was here on shore leave.... Hewey had been in maritime service 20 years.

#### ACQUITTED HERSELF BRAVELY

The one-sided fight, in which the lightly-armed merchantman acquitted herself so bravely, was the first reported instance of an armed cargo vessel sinking a surface warship.

Battered from stem to stern, her deck structures a shambles, her engines and steering apparatus crippled, the American ship traded shell for shell with the raiders for a furious 20 minutes,

As she finally slipped under stern first, the smaller - but more heavily armed - of the raiders was a mass of flames with survivors clambering over the sides to be picked up by the larger and badly damaged raider.

Only 10 of the 41 members of the merchantman's crew and 5 men of a Navy gun crew survived the late September (1942) battle and the 31 days in an open boat before survivors reached the South Atlantic coast.

Half a dozen or more men besides Hewey, earned names as heroes in the 20 blazing minutes of the clash, ignoring their own wounds to carry on the fire against the enemy or to aid more severely injured comrades.

One, Ensign Kenneth Martin Willett of Sacramento, Calif., despite severe wounds, directed his gun crew, then manned the gun

himself for parting shots at the raiders. He is listed as missing.

#### REFUSED TO GIVE IN

Another, Chief Mate Richard Moczkowski, Richmond, Calif., also missing, propped himself in a passageway adjacent to the wheelhouse to relay from Capt. Paul Buck, Merrimack Port, Mass., orders which kept the little merchantman maneuvering to present the smallest possible target area to the enemy and at the same time to keep the vessel's guns on the raiders.

Given first aid, Moczkowski, heedless of his severe chest wounds, insisted upon returning to the wheelhouse. As he staggered forward, he was struck again in the leg. Forced to the deck, he refused to leave the action, continuing to issue orders to the crew.

While the navy gun crew concentrated on the heavily armed small raider, the Navy said, Second Mate Joseph E. Layman, Louisville, Ky., now missing, poured shells into the larger raider from a forward gun.

The out-gunned merchantman was hit from stem to stern by four salvos. The large guns of the smaller raider apparently were fired together from a central control system. One main boiler was hit, and the ship's speed was reduced to one knot; other shells struck the radio mast and destroyed the aerial; the steering engine room was hit by shrapnel and incendiary shells; the main deck house was set afire. The ship was slowly flooding from numerous hits below the water line, but her guns continued to blaze defiance.

#### MANNED GUN ALONE

Finally, a direct shell hit on the magazine put the after gun out of action, but Ensign Willett had his final blows. Five shells were not exploded by the hit. He personally loaded and fired them before going to the boat deck to aid in lowering boats and cutting away life rafts. "No one remembers seeing him afterward," the Navy said.

Reluctantly, Captain Buck, listed as missing, gave the order to abandon ship.

Only one lifeboat had come through the battle unbroken, and it had drifted away from the ship. Many survivors were unable to reach that comparative safety. All able-bodied men on the rapidly sinking merchantman aided the wounded to life rafts, to bits of floating wreckage - some to the single lifeboat.

George D. Cronk, second assistant engineer of Bessemer, Ala., among those reaching the lifeboat, took command.

The little boat headed for the South American coast, its course set only by the most rudimentary navigational instruments. Squalls and high winds beset the craft. Exhausted men bailed until their arms were numb. But the squalls brought rain and drinking water to keep the men alive.

(Continued, Page 11)

(SEA BATTLE from Page 10)

Shrapnel wounds, for some reason, seemed particularly prone to infection. Several of the more seriously injured men died, despite first aid treatment by Chief Steward Ford Stilson, Freeport, Ill.

LAND NEAR

Then, after 26 days, one of the men saw a butterfly. Land was near. The color of the water changed from dark blue to light green.

Five days later, there was this brief entry in the life boat's log- "Hooray; sighted land 4 a.m."

Fifteen haggard men staggered ashore, reached a small village and were taken to a hospital....(End of excerpt)

~~~~~  
In his letter to Em, Sheldon said his Uncle Adoc graduated from the Massachusetts Radio School in Boston, "...I believe in 1919. I still have a radio he built while a student there. Because of his exploits as a Merchant Mariner and especially as a radioman, he was a boyhood hero of mine. He motivated me to learn the Morse code in the 30's and he whetted my appetite for radio communications whenever his ship would come to Boston. I guess I can say he was my inspiration to become an Aviation Radioman in the U.S. Navy during the war and to become an amateur radio operator. I have derived much joy from using the code and pounding brass.

"I might point out that Adoc was awarded the highest Merchant Marine medal for this described action. The medal is now in the possession of my cousin, Mrs. Beverly Smith, of East Hebron, NH and it was she who provided me with the newspaper article... Needless to say, we are all very proud of Adoc and look upon him as one of the unsung heroes of World War II. I have been aware of these facts for a number of years, but since my retirement from the federal government (NASA and the Atomic Energy Commission) in 1985, I finally have had time to do something about inquiring about him.

"...I would like to learn of any other members of SOWP who remember Adoc, or would like to comment upon the article or upon him. My whole family would be very proud to know of anyone who knew him. Since the Merchant Marine has been afforded Veteran status by the U.S. government, perhaps publicity of this type for SOWP would be appropriate.

"Thank you very much for your interest.

Sincerely,  
Edward F. Sheldon KC4ZB  
828 Legare Road  
Aiken County  
Aiken, SC 29801 USA "

IT WAS WIRELESS, WASN'T IT?

By Ken Strellis, G3JDI

(From the Spring, 1988 Newsletter of the Royal Naval Amateur Radio Society)

In the early 50's, I was the RO on an old UK-registered tramp steamer, SS CHRYRYSANTHEMUM/GOFC. We were in mid-Atlantic out of Narvik, bound for Baltimore with a cargo of iron ore and making heavy progress in some dirty weather. The skipper had asked for a more detailed report on the weather from the type I was getting from GBR/Rugby and so I copied NSS/Annapolis. (By the way - who invented NERK as the collective call-sign for U.S. naval vessels?) The bridge seemed to be happier with the U.S. Weather Bureau format.

Anyway, I'd given the latest report "upstairs" and was back on 500 when I heard a ship, GBTT, calling for a WX report. There can't be many RO's of my vintage who wouldn't recognise the Queens, GBTT for Mary and GBSS for Elizabeth. They were fitted with the latest in equipment, what we call now a "state of the art" radio shack. (The QE-2 now signs GBTT. - Ed.) I couldn't help jealously comparing (the Queen Mary's) gear with my 50 watts open aerial oscillator type transmitter and my Marconi type 730 receiver.

GBTT came back to my call and we QSY'd to 425kc, where I gave her the latest NSS wx report.

I was pleased with her effusive thanks and didn't probe any further when she said she'd had receiver trouble. It really made me feel chuffed to have been of service. A touch of David and Goliath perhaps?

But I give credit to the old 730, with its lead/acid power supply, its plug-in coils and its tricky but oh-so selective reaction circuit (capacity-controlled magnetic reaction, we used to call it when I was a boy - Tel. 2nd class!)

Many years later, after I'd swallowed the anchor and was working for the company that made the 730, I met its designer, Mr. R. Deeley. His comment on the Queen Mary episode was, "Ah yes - that was wireless. When they brought in the superhet - that was radio!"

Make of that what you will.

\*\*\*\*\*

VERY INFORMATIVE PROPAGATION FORECASTS are made twice daily by Radio Australia, on 9,580 kHz., at 0825 and 1225 UTC.

## DAILY VIDEO NEWSPAPER AT YOUR HOUSE?

Early experiments to bring some kind of daily news bulletins to homes in text form (Videotex) have not had much success so far in the U.S.A. But recently, the French government's national telecom authority announced the formation of Minitel USA, a company whose charter is to invest in US-based videotex operations. A joint venture in videotex development has been announced by Minitel and US West, a "Baby Bell" telecom supplier. The company predicts that there will be over 12 million videotex subscribers in the US and Canada by 1999.

### \*\*\*\*\* ACKNOWLEDGMENTS

In our article about our new Honorary Member, Dr. John Kraus, we used his book, *Big Ear*, published by Cygnus-Quasar Books, Powell, Ohio, as our biographical source and for the diagram on page 2.

The Inland Seas Beacon is published by Inland Seas Chapter XIV, Society of Wireless Pioneers, Inc., 6289 Olde Orchard Dr., Columbus, OH 43213. Telephone: (614) 866-6289

SOWP Executive Secretary: Paul N. Dane  
SOWP Founder & Editor Emeritus: W. A. Breniman  
**ORIGINAL MATERIAL IN THIS PUBLICATION**

Thanks to all our Mail Call correspondents. We value your comments and anecdotes, so keep 'em coming!

Ben Berkowitz and Ray Heimberger provided us valuable info for our piece on the SOUTH AMERICAN. Special thanks to Roy Closs for the clipping from The Muskegon Chronicle, and to its Editor, Mr. Gunnar Carlson, for permission to reprint excerpts from the excellent story by Terry Judd.

Our Telephone Pioneer friend, Ed Lutz, K7DZ, probably didn't know we would pick up his piece about Gallups Island and this year's GIRA reunion. Many thanks, Ed.

Thanks, also to VWOA Editor Ed Pleuler for the informative items from his Spring, 1988 newsletter and to Charlie Krause for the timely tip-off about them.

Finally, our appreciation to Ed Sheldon for the Washington Post 1942 clipping about his Uncle Adoc and his heroic ship. QSP thanks, also, to Em Mehrling, W4NH, for his part in the story.

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**MAY BE QUOTED IF CREDIT IS GIVEN.**

### ATTENTION!! NOW - HEAR THIS!!

#### 1988 ANNUAL INTERNATIONAL SOWP CW ROUNDUP

**GENERAL:** Again this year we are emphasizing our annual CW QSO Party as a "Roundup" of old friends, with de-emphasis of the "contest" atmosphere. Awards will still be made on the basis of overall activity, however. This seems to be the proper method of recognizing our most active members.

**DATE/TIME:** The Roundup will begin at 1901 EST Wednesday, December 14, 1988 (0001 UTC Dec. 15) and will end 27 hours later at 2200 EST Thursday, December 15, 1988 (0300 UTC Dec. 16).

**FREQUENCIES:** Five amateur bands, 3.5, 7, 14, 21, and 28 mHz. will be used, with a 10 kHz. portion allocated at 50 to 60 kHz. up from the low end of each band. (For example: 3,550 - 3,560; 7050 - 7,060 kHz. etc.)

**MESSAGE EXCHANGE:** Message content shall be as follows:

NR: Your SOWP number without suffix (M,P,V SGP, etc.)  
Call Sign  
Name: Your first name or nickname  
Location: Your State, Province or Country

Example: NR 2500 W4NH EM VA (Sent)  
NR 881 W8TP TED OH (Rcvd)

**Notes** No "contact numbers" are required.

our location. I acknowledged his transmission and told him I would let him know where we were just as soon as possible, since we were in a dense fog and could not see the island where we had run aground. I ran to the bridge and reported.

Fortunately, the fog lifted sufficiently for the pilot to determine where we were and I was given a message for the Algerine.

Upon arrival, the Algerine lost no time in sending divers below in Number Three Hold to determine the extent of damage. They placed wooden planking and mattress pads from ship's bunks on our deck and began to patch the holes torn in the bottom plates. Large centrifugal pumps were started and hoses were lowered into the hold to pump the water over the side.

After hours of work, the Arizonan again became buoyant and with five-inch hawsers at the stern the Algerine pulled us off the reef and towed us to the Canadian port of Esquimalt. The following day we were floated into a large graven drydock. A few weeks later, following temporary repairs, the Arizonan was towed to Seattle and placed in a floating drydock at the Todd Shipyards, where major repairs were made, including machining two new driveshafts and brass screws. Nine new plates and other repairs completed, she was declared seaworthy for her long voyage back to New York.

\* \* \*

#### MERCHANT MARINERS WIN VETERAN STATUS

Washington, D.C.: Persons who served in the U.S. merchant marine during World War II may now apply for status equivalent to that of members of the wartime armed services, according to a Department of Defense announcement. To become eligible for benefits from the Veterans Administration, any civilian sailor who served aboard an ocean-going merchant ship between December 7, 1941 and August 15, 1945, should contact one of the following agencies and request form DD-2168 with which to apply for an armed forces discharge certificate:

##### A) Veterans of the Merchant Marine -

Commandant (GMVP 1/12),  
U. S. Coast Guard,  
Washington, D.C. 20583-0001

##### B) Veterans of the Army Transport Service -

Commander, U.S. Army Res. Components,  
Personnel and Administrative Center,  
(PAS-EENC), 9700 Page Blvd.,  
St. Louis, MO., 63132-5300

##### C) Veterans of the Naval Transportation Service -

Naval Military Personnel Command  
(NMPC - 3), Navy Department,  
Washington, D.C., 20370-5300

Form DD-2168 must be completed by the veteran to request a discharge certificate from the appropriate armed service branch. The certificate proves that the person is a veteran. It does not automatically entitle the veteran to any benefits. Veterans who seek specific benefits should contact their local Veterans Administration office for instructions on how to apply.

The agreement by the Defense Department to grant official veteran status to former merchant ship personnel came after some nine years of effort by various groups of ex-sailors and former radio officers.

(Source of the above report: Associated Press and New York Times articles dated January 20 and 21, 1988 and the Air Force Times, February 1, 1988. Special thanks to Charles P. Krause, SOWP 1412-V, N7ESJ, for most of the text.)

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And, keep in mind as you offer likely candidates an application for membership, that this is the 20th Anniversary of our Society. Let's make it a banner year for new members!

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#### PACIFICA

When I behold your jasper waves  
Burst white upon the golden shore,  
Or watch, upon your fragrant gales,  
The graceful, wide-winged seagulls soar;

When I behold your western rim,  
Where stars and ships leave silv'ry wakes,  
Or listen to the mystic sounds  
Your multi-colored water makes;

An old conviction grips my mind  
That in your deeps a soul abides.  
My footprints vanish as I walk,  
Humble, beside your mighty tides.

--Walden Garratt

**SOWP NETS & SCHEDULES / UTC**

EFFECTIVE: SEPTEMBER 5, 1988

| NET NAME                               | DAY       | TIME(UTC)                                              | FREQ.        | NCS                       | ANCS                |
|----------------------------------------|-----------|--------------------------------------------------------|--------------|---------------------------|---------------------|
| TRANS-CONTINENTAL<br>(Oscar Harrison)  | THU       | 1400                                                   | 14115        | W1HRQ-Hank                | W8CCN-Tom           |
| TRANS-CONTINENTAL II                   | TUE       | 1400                                                   | 14115        | W1HRQ-Hank                | W8CCN-Tom           |
| TRANS-CONTINENTAL/30                   |           | (SEEKING VOLUNTEERS TO RESTART, PSE CONTACT W8TP)      |              |                           |                     |
| VANCOUVER B.C.<br>(Mobile Visitors)    | Daily     | 1615-<br>1700                                          | 147.54<br>FM | VE7AAT-Art                | VE7YL-<br>Elizabeth |
| TRANS-PACIFIC                          | FRI       | 0400                                                   | 14010        | PA0GL-Cor                 | W6EB-Elmer          |
| VK3DGC Net                             | Daily     | 0700                                                   | 14055        | W3FYD-Jack                | K2IC-Earl           |
| PICKERILL                              | MON       | 1300                                                   | 3670         | W3FYD-Jack                | K2IC-Earl           |
| "                                      | Start MON | 1400                                                   | FM 146.97    | W2EEQ-Russ (Mt. Carmel)   |                     |
| "                                      | QSY "     | "                                                      | FM 145.135   | (Don Masten Memorial Net) |                     |
| "                                      | SAT       | 1400                                                   | 3670         | W3FYD-Jack                | K2IC-Earl           |
| SOUTHEASTERN                           | SUN       | 1800                                                   | 7055         | K4TF-Bill                 | K4HDV-Dan           |
| SOUTHWESTERN                           | TUE       | 1430                                                   | 7055         | W5RM- Pres                |                     |
| "                                      | THU       | 0100                                                   | 3555         | W6NVN-George              | W3IDO-Hal           |
| RICHARD JOHNSTONE (No.)                | FRI       | 0300                                                   | 3555         | NCS rotates weekly-W6BNB- |                     |
| (Pacific Coast) (So.)                  | FRI       | 2230                                                   | 7084         | Bob; N6FZE-Pete; K6ZUR-   |                     |
| -Suspends Operation June to September- |           |                                                        |              | Chuck                     |                     |
| HAPPY HOUR (No. Calif) M-F<br>(SSB)    | 0000      | 3947.5                                                 | W6BFU-Jess   | W6TQU-Hap                 |                     |
| (So. Calif) M-F                        | 2330      | 3947.5                                                 | W6UBM-A1     | K6AAG-Robbie              |                     |
| YANKEE/EAST COAST                      | SAT       | 1330                                                   | 7040         | W1HRQ-Hank                |                     |
| " (SSB)                                | SUN       | 1730                                                   | 7230         | W1HRQ-Hank                |                     |
| CAPITAL AREA                           | SAT       | 1300                                                   | 3665         | W4NH-Em                   | W4HU-John           |
| (SSB)                                  | TUE       | 1400                                                   | 3966         | W4NH-Em                   | W4HU-John           |
| JACK BINNS (Nov-Feb)                   | TUE       | 0000                                                   | 3555         | VE7CHE-Ted                | WA7CJV-Viggo        |
| " (Mar-Oct)                            | WED       | 0300                                                   | "            | "                         | "                   |
| INLAND SEAS                            | MON       | 2300                                                   | 7040         | W8TP-Ted                  | ANCS needed         |
|                                        | TUE       | 0000                                                   | 3555         | W8TP-Ted                  | ANCS needed         |
| (40m & 80m<br>(160m [Oct.-May])        | TUE       | Suspend operation July & August; Resume Sept 5<br>0100 | 1815         | W8TP-Ted                  | >Resumes Oct. 10    |
| SWISS (Edelweiss)                      | SUN       | 1115                                                   | 7027         | HB9XJ-Hans                | HB9BYO-Harald       |
| GONZALES                               | THU       | 0330                                                   | 3520         | VE7DBJ-Dave               | VE7ZH-Len           |



**Q T C**

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